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INADEQUACIES IN SOVIET LOCOMOTIVE AND CAR PLANT OPERATIONS

PASSENGER CAR REPAIRS DISORGANIZED -- Moscow, Gudok, 21 Feb 52

Passenger car repairs are organized poorly in some locomotive and car repair plants. Neither the Konotop Locomotive and Car Repair Plant nor the Chita Car Repair Plant has fulfilled its 1951 repair plan.

REPAIR OPERATIONS ON UNEVEN SCHEDULE -- Moscow, Gudok, 29 Mar 52

Because of the lack of proper planning, haphazard work, and disorganization, all of which are deep-rooted, the Zhumerinka Car Repair Plant failed to deliver 69 passenger cars in 1951. The plant has shown no favorable change in its activities so far in 1952.

The plant fulfilled its January 1952 plan 77.8 percent but then dropped down to 44.4 percent fulfillment in February. Cars which should have been completed in February were not delivered until March. The plant uses poor repair methods and its work discipline has greatly deteriorated. Many of its shops are very much disorganized because of lack of planning. In some of the shops, workmen do very little work during the first part of the month. It is only in the last 2-3 days of the month that the working force manifests any intensified activity.

ROLLING STOCK PLANTS LAG -- Moscow, Gudok, 14 Jun 52

The Rostov, Yaroslavl', Molotov, Chkalov, and Kaliningrad locomotive repair plants, and the Roslavl', Tambov, Darnitsa, and Popasnaya car repair plants have been unable to meet increased production schedules.

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In a number of plants the difficulty lies in poor management. Labor discipline is organized poorly, new techniques are adopted very unsatisfactorily, Stakhanovite methods are introduced very slowly, and socialist competition is promoted only formally.

Some managers have reported that their plants fulfilled their repair plans when such was not the case. In many plants safety rules are constantly violated. Trade union committees in various plants are making very little effort to check on labor discipline.

PLANT ENGINEERING DEPARTMENTS LACK QUALIFIED PERSONNEL -- Moscow, Gudok, 21 Jun 52

Many of the design departments in locomotive and car repair plants lack qualified personnel.

The Main Administration of Locomotive Repair Plants and the Main Administration of Car Repair Plants are not aiding their subordinate plants in the preparation of plant progress charts; frequently the main administrations do not even appropriate the necessary funds for this work. Hundreds of jig and fixture drawings are found lying unutilized in the offices of the main administrations and various plants.

EXCESSIVE LAYOVER TIME IN LOCOMOTIVE REPAIRS -- Tbilisi, Zarya Vostoka, 24 May 52

The Tbilisi Locomotive and Car Repair Plant, which repairs both electric and diesel locomotives, has been lagging behind during the past 2 years. One of the largest enterprises in the Georgian SSR, the plant fulfilled its 1951 repair plan only 65 percent. In April 1952, it increased its fulfillment to 94 percent.

The plant management claims its poor performance is due to lack of cooperation from the Main Administration of Locomotive Repair Plants. While this complaint is somewhat justifiable, the plant, nevertheless, does not coordinate its manufacturing processes and its supply of materials from the stock room.

Tbilisi, Zarya Vostoka, 2 Jul 52

The layover time for capital repairs on locomotives at the Tbilisi Locomotive and Car Repair Plant during the first quarter 1952 was 16.9 days above the norm. Locomotives and cars sent to the plant for repairs remain for months on the plant's sidings. Because of its poor performance, the plant lost 70,000 rubles during the first quarter of 1952.

Despite its poor performance, the plant's engineers and managers make no efforts to ascertain the reasons for it, nor do they show any anxiety to improve repair methods.

USE RAILWAY PASSENGER CARS FOR LIVING QUARTERS -- Moscow, Gudok, 13 Jul 52

Railway passenger cars are used as living quarters for workers of the Ryazan' - Ural Railway System. Although the Ministry of Railways USSR has demanded that the eight cars so used be repaired and released for service over the system, the system's chief set aside an additional six cars in June 1952 for use as living quarters.

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GRAIN HAULING CARS ON L'VOV RAILWAY SYSTEM IN POOR CONDITION -- Moscow, Gudok, 5 Aug 52

About 65 percent of the cars placed in reserve by the L'vov Railway System for hauling grain were found to have holes in the floor and siding. Nearly all were in need of cleaning. However, they have been neither repaired nor cleaned.

On the Ternopol' Division, there were 300 cars on 25 July 1952 awaiting minor repairs and cleaning. On the Stry Division, 80 cars were awaiting the repair of cracks and more than 300 were awaiting cleaning.

Instructions of the Ministry of Railways USSR for holding cars in reserve for grain hauling are violated constantly by the L'vov Railway System. The 130 cars placed in reserve at Sambor were found to have undergone only a quick inspection and were unsuitable for hauling grain. Frequently, cars scheduled to haul grain haul other products. The system's deputy chief maintains that only 50 percent of the cars held in reserve need be prepared for grain hauling.

SHORTAGE OF SPARE PARTS -- Tallin, Sovetskaya Estoniya, 24 Sep 52

Because of the lack of springs, other parts, and oxygen for welding, the Tallin Locomotive Terminal of the Estonian Railway System is having difficulties in repairing locomotives. The Estonian SSR does not have an oxygen plant, a metal products plant, nor a spring producing plant.

Terminal officials are also having difficulty in meeting their repair schedules. They make plans to repair certain types of locomotives and to obtain the necessary parts for them, only to learn that the Estonian Railway System is sending other types of locomotives for repairs. As a result, locomotives are forced to wait until parts are obtained.

The terminal's locomotive engineers propose that the new Five-Year Plan provide for the conversion of locomotives to liquid fuel.

USE RECONDITIONED PARTS -- Moscow, Gudok, 29 May 52

More than 30 percent of the spare parts received by the Minsk Car Repair Yard are reconditioned ones.

TRAIN-STOP REPAIRS NOT LASTING -- Moscow, Gudok, 13 Aug 52

Automatic train stops repaired by the Minsk Locomotive Terminal frequently get out of order the day after they are repaired.

HIGH LOSSES IN CASTING PARTS -- Moscow, Gudok, 21 Feb 52

Despite the fact that losses in rejects and costs involved in casting are high at the Tashkent and Petukhovo railroad machine building plants, and that the Darnitsa Spare Parts Plant and the Voroshilovgrad Foundry and Machinery Plant have not fulfilled their production plans for 1951 nor for January 1952, Arkhangel'skiy, Chief of the Main Administration of Transport Machine Building Plants, has not pushed the introduction of more advanced production methods into these enterprises.

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